FRIDAY, OCTOBER 8, 1869.

Crops in North Carolina. The crop prospects in North Carolina, according to Governor Holden, are very promising, and it is believed that the yield of the cotton will reach 200,000 bales, the quantity produced in 1840, and will bring more than twice the amount of money paid for the crop in that year .-The crops of 1860 were the largest ever raised in North Carolina, and this year the yield of the wheat and of the corn will be much larger.

### Party Reorganization,

The party with which the JOURNAL has acted since the war suits our present condition and views, and we are opposed to its dissolution and the organization of any other. We will oppose any party which calls itself Republican and endorses the administration of General Grant, directly or indirectly. We will not give our approval to any political movement in North Carolina which will separate us from the Democratic party of the North, as a National organization, so long as that party takes the Constitution of the United States as its guide, and upholds the rights of the States.

The Chinese as House Servants, A letter from San Francisco says the Chinese make admirable house servants. It is the universal opinion of housekeepers that the Chinaman has not a serious fault or any disagreeable habit from which it is not possible to break him in a very short Chinese servants are very tidy; they like steady employment, uniform ways, and ask few privileges. They are honest, frugal, careful and industrious, and take great pride in the excellence of their work. They do all classes of work that an American servant girl does. There are hundreds in San Francisco who have been in the same family for ten years. They will not make individual engagements to go East, but prefer to go in parties, for they have to trust to themselves for amusement and company. They do not fraternize with Americans, and never intermarry.

### Taxes\_Taxes\_Taxes.

We cannot too frequently impress upon our people the lesson taught them by their indifference and cowardice which permitted the affairs of the State to pass into Radical hands. Those of us who were able have just paid our taxes-many we fear have made sacrifices to do so, and many others have found it impossible to meet them. Never in the history of the State have taxes been so rapidly and heavily increased, and never were the people so illy prepared to pay them. If the necessities of the State Government required such heavy assessment of taxes, or if our Legislators had been ignorant of the poverty of our people we might excuse, if we could not justify, the extravagance with which money has been appropriated by the last Legislature. If we did not know that hundreds of thousands of dollars had been stolen and used for corrupt purposes; if we were not aware that leading officers of the State Government, in connection with members of the "Ring," were not speculating upon the credit of the State if we did not know that thieves and gamblers were placed in charge of millions of dollars of the bonds of the State, and if not actually using the public money are speculating and gambling upon funds procured by means of the credit their official positions and the public money give them; if we believed that the appropriations were within the limits of the Constitution and were honestly made and would be honestly expended, we would cheerfully urge upon our people to meet the obligations which their representatives had incurred, and point hopefully to the time when these investments would become profita-

However burdensome, however unjust, these taxes must be paid. The Sheriffs must collect or impose the penalties for non-payment. No blame can attach to bond, they must execute the laws which to blame, the people of North Carolina had no reason to expect better from them. They were warned in time of the danger yet we regard it as ill-advised and tend- SMTH does not receive a single cent. to positions of trust. They were elected, notwithstanding, through the apathy and temerity of our people-many of them men give vent to our political opinions, we beof substance, who were vitally interested in the honest and economical administration of the State Government. This grievous burden we must bear as best we can as the result of our own folly.

Carolina. If it is carried out to its natural means of attaining a common end. Both end what sad havoc it will play with the will oppose Radicalism, and we trust, when prosperity of the State. Let us look at the conflict comes, both will form in the the Railroad appropriations alone. These same line of battle. figures speak for themselves:

Amount appropriated by the Legislature, which the Public Treasurer declares is constitutional.... It's gold value is .....

Amount lost by the depreciation of North Carolina credit ..... hundred and sixty-six thousand six hundred and sixty-six dollars, of which the

gold value of the bonds are here given. should study. They ought to teach a les- ally, has been praiseworthy. son also to our laboring classes. No

Congressional Candidates.

The Journal would not favor the nomible, they had the endorsement of Congress in removing the disabilities of Confederate Brigadier-General Young of Georgia and other Southern members elect, upon the presentation of their credentials. Since then Congress has not only refused to admit those elected who were under this ban, but actually admitted their Radical competitors who were qualified, although defeated before the people. In fact, Congress has passed an act to that effect.

New Party Movement.

It seems, if we judge from the position o the Morning Star, that the new party movement in North Carolina means nothing more than opposition to the name of Democrat. We do not know how far that paper is the exponent of the Salisbury Old North State and Charlotte Democrat, which were the only Conservative papers in the State now in existence that did not heartily approve the organization, the platform and the canvass of the Conservative party in our last State election. As there is no Democratic party in North Carolina or in the South either, according to the Star, its enthusiasm about the new party movement, though "full of sound and fury, signifies nothing."

We have opposed this attempt to organ ize a "new party" in North Carolina, or to inaugurate at this time any political agitation, because it was unnecessary and hurtful, and have frequently so said. There is no canvass pending and none soon to occur, and when we do have an election in this State the questions which made it politic and accessary for the Conservatives and Democrats in Virginia, Tennessee, Mississippi and Texas to unite temporarily with one wing of the Republican party cannot possibly exist here. These issues have already been satisfactorily settled. Therefore it cannot be possible for the people of North Carolina to be obliged. even as a "matter of policy," to choose between two Republicans except in local

While the Editor of the Star regards the course of that paper as consistent with its past political record in opposition to Radicalism, we are glad that we have his emphatic assurance in confirmation thereof. for his indiscreet attacks upon Democratic papers, and his careless approval of much that appears in papers advocating questions and compromises which do not apply to North Carolina politics, places him in a false position. To illustrate: Recently the Star published in its editorial columns, as a leading editorial, an article from the Memphis Avalanche upon the new party movement. The following day the Raleigh Standard, under the significant heading, "A LEADING DEM-OCRATIC PAPER BECOMES REPUBLICAN," publishes also an extract from the same paper. which, according to our notion, confirms the heading and the remarks of the Stan-

Again, we say that this apparent division among ourselves, we trust there is no real or permanent difference of opinion among the Conservative papers of South, is calculated to do mischief, not only because it misleads ourselves and our friends, but holds out hopes to our enemies. In answer to the boasts of Conservative papers in Tennessee over the rapid suspension of the Radical papers since the election in that State, and echoing much of what has been said even in avowed Conobnoxious Radical journal, the Philadelphia Press, remarks:

"The Democratic papers are joyous over the he Conservatives are now preaching sound Re-

It is easy to perceive how such announcemuch harm. It is to avoid these trifling beginnings, which may grow into real and dangerous conflicts of opinion, that we Sworn officers, and under heavy have tried to frown down useless discusunpleasant epithets. If, in the present po-

It is fearful to contemplate the grand in the position of the Journal and Star exresult of Radical financiering in North | cept as to judgment in regard to the best

## Chapel Hill\_The Standard,

Without being asked to endorse their sentiments, we are desired in behalf of the people of Chapel Hill and vicinity to say \$10,866,666 they will possess their souls in peace and Upon this sum of ten millions eight patience, notwithstanding the violence of the Standard towards them. They are willing to stand to what they have said. They people receive not one cent, there is an an- still think the Governor committed an nual interest of six hundred and fifty-two outrage in sending a spy in their midst. thousand dollars to be paid for thirty They still think it was an outrage to comyears. And at the end of the thirty years mit the entire administration of the laws in the ten million eight hundred and sixty- their community into the hands of negroes, six thousand six hundred and sixty-six dol- and negroes only. They still think it inlars must be paid. This makes a total pay- expedient to condemn hastily or without ment of THIRTY MILLIONS FOUR HUN- reserve good citizens and true men who, DRED and TWENTY-SIX THOUSAND SIX HUNDRED failing to obtain from the law that protecand SIXTY-SIX dollars which the people of tion which they have a right to demand, North Carolina must pay for the loss of in self-defence resort to other means to their credit and for the luxury of Radical secure it. "They still think any remedy financiering. This amount differs only not provided by law, is so dangerous that from our former calculation in that the it ought not to be used except in the most extreme cases." They still think the con-These are figures which our tax-payers duct of the negroes in their midst, gener. him:

They do not propose to be unnecessa-

even Judge Tourgee dare not refuse to the nation of candidates for Congress who humblest citizen. They know there is such could not take the test oath. When the a thing as trial by Jury, which no power in JOURNAL and Star advocated the election of the State can take away from them. They gentlemen for Congress who were ineligi- know that freedom of speech and freedom of action can no longer be abridged or denied to them. They know that Governor Holden dare not send a foreign militia among them except in compliance with the forms of the law. They know that under the law they have a right to bear arms, and, if need be in self-defence, to use them. They know that Governor HOLDEN dare not openly touch a hair of the head of the humblest of them except in compliance with the forms of the law. They know that his or any other man's secret, unlawful attacks they have a right to resist with force and arms, even so far if need be, as "to meet murder with death."

Knowing these things they laugh to scorn the impotent anger of the Standard and its party, and go on their way rejoicing that a weapon has at last been found keen enough to pierce the hitherto impenetrable armor of Radicalism.

North Carolina Railroad. After reading President Smith's lengthy letter, which we publish elsewhere, we would no longer wonder at his success as a Railroad man, if his energy of character and untiring industry were not well known to us before. Any one who could toil through nearly two columns of unim portant statements and meaningless generalities to answer a direct charge, substantiated by facts and figures, without faltering, with an honest pride seemingly in his labor, displays the pertinacity and determination necessary to succeed in what he undertakes. And we are free to say that if he was not restrained by an unfortunate contract, entered into in the 'green leaf" of his administration, and by overpowering prejudices against this section and its Railroads, which we fear warps his judgment, his services as President of the North Carolina Railroad would long have been remembered to his own credit and the welfare of the Road.

There seems to us to be but one point in the letter of President SMITH. He evidently surrenders the original issue tween us, and well he may, for we write with the printed copy of his Freight Tariff of September 1st, 1869, before us, and if we can multiply correctly, the rates are as we stated in a former article, which he does not attempt to controvert, except in the very general and rather uninteligible closing paragraph of his letter. Turning the issue from his heavy charges upon freight from Hillsboro' to Wilmington, he brings up the old question of transporting freight over his road via Raleigh or via Goldsboro', and contends that on his action in this matter lies all the complaints against him in this section of the State.

If we believed that President Smith can make more money for his Road by stopping freight at Raleigh we do not blame him for doing so. But he ought not to let the line between Raleigh and Goldsboro' wither and die on this account. He cannot stop the expenses upon it, or the interest upon the cost of those forty-eight connection with the balance of his Road let him try to lease it to other Roads which can operate it to advantage-advantage ously to the State, the citizens of Raleigh and those living along the line, and to themselves. Under the present management of the North Carolina there is virtualservative organs in the South, that most ly but one Railroad from Raleigh to the North, although in fact, two lead by that city, one only twenty-six miles longer than the other; but by reason of curves and suspension of several fearless Republican papers grades the cheapest, if there was the same in the South; but as many of the old organs of cordial co-coveration between the cordial co-operation between the connectublican doctrines, there is some consolation in ing roads as there is on the other line .-Again: Wilmington is forty-five miles nearer Raleigh than Portsmouth and fortyments, with color of authority, will do nine miles nearer than Richmond. If the North Carolina Railroad would unite with the Wilmington and Weldon Railroad and our Steamship lines to the North in as low a tariff as with the line by the way of Norus, partiality to Dr. HAWKINS, or is it the lieve it can be done more profitably by honest conviction of his judgment as to attacks upon our most vulnerable enemies, the best interest of his Road? If the and not in showing them the weak points latter, President Smith ought by all means to lease or give away the section of his There seems to be really no difference Road between Raleigh and Goldsboro'. We will not at this late day repeat the

facts in regard to the transportation of freights by Raleigh and by Goldsboro' .-The people of middle and western North Carolina know to whom they are indebted for a decrease in the rates of through Taherty, Master's Mate. freight, and the Stockholders of the North freight at Raleigh as if it went on to Goldsinvestigate the history of this transaction. But we are credibly informed that even now President SMITH has been offered rates by the way of Goldsboro' which would be vastly advantageous to his Road if he would or could accept them.

In conclusion, after reminding Major Smith that he forgot to explain why, under his liberal tariff, much freight from this city to Charlotte went over a longer

a thing as a writ of Habeas Corpus, which | transportation? His answer to this last | net", and conjecture as to how question will furnish the best reply to his Government is disposed towards her: own statements about receiving extra pay for extra work and expense. It will give us pleasure to publish his categorical an-

> A CUBAN MAN-OF-WAR IN OUR WATERS-SHE IS DETAINED BY THE UNITED STATES AUTHORITIES. -- Considerable sensation created in our city by the arrival of regularly commissioned Cuban man-of-war in our port last evening. This vessel sails under the name of the "Cuba," and arrived in the harbor below Saturday afternoon about 5 o'clock. She put in for coal, having none but hard coal, almost entirely unfit for use, on board, and with one of her engines disabled. She had also encountered the late gale and the Captain claims that he put in in distress. One of the officers arrived in the city Sunday morning and chartered the tug Alpha to proceed to Smithville and then take a small vessel which had been chartered in tow, bringing her to the city and towing the boat back after loading her with the desired supply of coal. The custom house authorities got wind of the matter and a government of ficer was dispatched on the Alpha and reconnoitred and reported the true character of the vessel. The officer who had engaged the coal after returning to the city on the Alpha got wind of the position of matters and left Sunday night about 2 o'clock in a small boat. The Alpha was then chartered by the government, the craft loading with coal was seized, and U. S. Deputy Marshal Neff, supplied with the proper papers from the U.S. Commissioner, went down yesterday morning, leaving quite early, for the purpose of seizing the armed vessel where she lay under the guns of Fort Caswell.

The Marshal found the vessel to be as represented, was politely invited board by the Commander, to whom he exhibited his papers. The officer exhibited his commission from the Cuban government, not pretending to deny who he was: but objected to being seized and brought up by the government officials, as he had however, to come up to the city voluntarily, and gave his personal pledge to remain in port until the matter was settled by the government, which being agreed to by the Marshal, the vessel proceeded up as stated last evening. The Collector of Customs then telegraphed all the facts to the Government at Washington, laying the whole case before it for action. Many dispatches passed over the wires, but no disclosures are made as to the disposition of the ship.

called the "Hornet;" and during the war sisted in placing them in the ranks of inwas v blockade runner which made one This is the only issue raised by the present or more trips into this port and was finally captured under the name of "Lady Sterling." She is a fine craft of great speed and a sister ship of the "North Heath," sunk just previous to the evacuation of Wilmington by the Confederate forces about three miles below this city.

WHERE FITTED OUT.

"Cuba" as reported by the Captain was titted out at sea. miles. If he cannot run it profitably in last port that she is known to have sailed from is Halifax, N. S., where there are reports of her having been seized by the authorities and being forced to pay a considerable sum before released.

ARMAMENT AND MEN.

The "Cuba" has an armament of some six gans and is manned by about 100 men with between 25 and 30 officers. She well fitted out in every respect and is quite a formidable craft.

The officers are all gentlemen and a finelooking and handsome set as ever walked a quarter deck. Commodore Higgins, the Commander, bails from Norfolk, Va.; several others are Virginians, and nearly all of them hail from the South and were in the Confederate army. Commodore Higgins the Fair. The main deck was converted was a Lieutenant in the navy before the war, entered the Southern army and was a sions. We may or may not approve the folk, it is easy to perce ve that at least one Brigadier General under Pemberton at apply to them. While the Legislature is discretion of this or that Southern paper, half of the Raleigh freight could come and Vicksburg, and now has his full rank in or some movement of our party friends go through this port, and over forty eight the Cuban navy. He, Dr. McNulty, Capt, may or may not have our endorsement, miles of that road, from which President Ingraham and Mr. Phillips came ashore last night and took quarters at the Purcell attending the election of irresponsible men | ing to much mischief to taunt them with | he not by this very means driving busi- | House. They were dressed in the regular ness away from the eastern end of his blue iniform of the American navy and litical calm in North Carolina, we desire to Road? Does this result from prejudice to presented a very fine appearance. The following is a complete list of the officers

Commodore Edward Higgins, Commander. David A. Telfair, Navigating Officer and Lieutenant; C. W. Read, Lieut.; Dr. Fred. J. McNuly, Surgeon; Eugene Valiente, Paymaster; Ass't Surgeon; D. D. Munro, 1st Lieut of Ma- | hung around with the flags of all nations, rines; Nicholas Esling, Master; R. Sommers, Heary S. Cooke, A. M. Mason, R. H. Gibson, En. signs; W. D. Phillips, Antonio Munoz, Mid-shipmen; Louis French. Chief Engineer; Rob't Graham, John Lynch, W. H. Robinson, 1et Ass't Engineers; Jas. Dennison, Stephen Kearney,

THE RESULT Carolina Railroad know to whom they owe Of their detention here is looked upon an increase in their receipts from this quietly by the Commander, who seems to source. The officers of the Wilmington feel no special anxiety. He conducts himand Weldon Railroad by their energy, in- self with the dignified bearing to which telligence and good management, forced his position entitles him, and throughout tricate mazes and whirl of gay cotillions. the Raleigh and Gaston Railroad to allow has been only the perfect gentleman and the North Carolina Railroad the same man of honor. His officers partake of the same spirit, and the Marshal is warm in boro'. This was before Major Smith's presi- his acknowledgment of their gentlemanly dency, and he may not have had time to and courteous treatment of him while on board of the "Cuba." We will probably hear something about the final disposition ling pleasantly with the gayer colors of the of the vessel to-day. - Daily Journal 5th.

THE "CUBA"---HER FORMER MOVE-MENTS.—As the sudden appearance of the 'Cuba" among us has been made in advance of the disclosure of her movements, we publish as of some interest to our readers the following information which has reached us by mail. All along she has and Lieutenants Reide Telfair and the othroute, across the river, into an adjoining been known as the "Hornet"; and has er corteous officers. Here the members is shown that we received and sent out via by this route quite an item. I date say twice been in the hands of government of the press had especial evidence of the Raleigh and Goldsboro' thirty-nine thou- if you would reduce the price of you authorities—once in Halifax and once in hospitality of the ship and were toasted sand two hundred and eighty-six tons paper from ten dollars to two dollars First, could he not on some of his Philadelphia—thus having passed through and did toast. Many pleasant responses freight get the same rate to Greensboro' the hands of both British and American followed and many were the compliments Goldsboro', five thousand six hundred and you would get a great many subscribers; enterprise can prosper under such crimi- rily alarmed. They know that the day of as to Raleigh from President Buford? authorities. On both occasions she was paid to this noble body of men, embarked eighty of which went via Portsmouth, but as you publish a good reliable paper, nal extravagance. These drains upon the Holden's omnipotence has passed. They And, second, has he not been offered rates permitted to depart after investigation, in a new enterprise under a young flag, the remainder via Wilmington and I believe you justly entitled to it and your industry of a people must bring them to know that the tyrants, Sickles, Meade, by Goldsboro', over and above what he re- and it is claimed as one reason why she and regularly commissioned as officers of a road, on all of which from or to points for it, while these other two would be dear one reason why she and regularly commissioned as officers of a road, on all of which from or to points for it, while these other two would be dear ruin. We are, indeed, paying dearly for Canny and Miles, no longer bear unlimited ceives by Raleigh, sufficient to pay a hand- should be permitted to leave our port. The regular man-of-war in the Cuban service, west of Raleigh, we justly received an in- at almost any price, and just in the same

New York, October 3. The New York Sunday

Herald has a letter written on board the Cuban The fax, which transferred a number of men, and shortly afterwards a ship came along side and supplied the privateer with Parrot guns and a Hornet say she can make 22 knots per hour. Barnegat on Thursday last. She was seen about P. M. by a pilot who returned here yesterday, who spoke her. He describes her as being under with bunked fires, evidently saving coal. the was steering south-south east. Her commander is Capt. Higgins, formerly in the United

A Washington special states that the government has not decided to take any action in the case of the Cuban privateer Hornet, nor is it probable she will be interfered with unless she mmits depredations en American commerce. The administration takes the view that, under the circumstances, the Hornet cannot be considered strictly a privateer, and the Udited States is not bound to attempt her capture.

THE CUBAN PRIVATEER—HER DETENTION STILL ORDERED—THE CASE BEFORE THE U. S. COMMISSIONER. - The officers of the Cuban steamship "Cuba," now detained in our port, were vesterday brought before U. S. Commissioner Rutherford for violation of the neutrality laws-the act of Congress passed April 20th, 1818. Judges Person and French appeared for the Government and Hon. Geo. Davis and Judge Meares for the officers representing the The respondents were ready and anxious

to enter into trial, but the Government was desirous to secure the attendance of witnesses from Washington and New York. A motion was therefore made by the Government counsel to postpone for ten days in order to secure the presence of these witnesses. Upon this motion there was considerable argument by the counsel pro and con, the Government urging the importance that this full time should be al lowed, and the defendants alleging that it was unduly long. They asserted that the Government well knew the facts pertaining to their ship, and in an hour's notice could put their hands on the papers containing full information relative to her, and that put in here in distress. He consented, she had once been under seizure in Philadelphia and was discharged by the authorities. Their counsel asserted the belief that the Government would produce no witnesses; and disliked the delay because in that time Spanish gold might accomplish much, and ventured the assertion that the only witnesses that would be brought against them, if any at all will be produced, will be obtained by Spanish gold. It was contended also that there was no right to detain this vessel, that the Republic of Cuba was duly recognized by nations other than the United States, and As is stated above is now known faced the world as a nation, though strugwas formerly gling for existence. The Government insurgents merely.

The Commissioner decided to continue the case until Monday next, when the witnesses are to appear. In the meantime the "Cuba" remains in our port with the flag of the young Republic flying proudly to the breeze, while the officers have given their parole to the Marshal and are enjoying the liberty of the shore as far as the rules of the service permits.

Daily Journal 6th.

THE CUBAN MAN-OF-WAR "CUBA"-FESTIVITIES ON BOARD-MINGLING OF THE Brave and the Fair .- It is with gratification that we state that the Cuban man-ofwar in her stay in our port has not found the detention tedious. Though the Gov ernment may delay the trial in the effort to hunt up witnesses, yet so long as the spirit of gallantry and true gentlemanly breeding still remains in the hearts of her brave officers they will find their stay in our port anything but irksome.

A charming and attractive scene was witnessed on board the decks of this noble ship yesterday. A large party of ladies and gentlemen, availing themselves of the kind invitation of the officers, visited the our local tariff. ship last evening and there was a beautiful and glorious mingling of the Brave and into a ball room, the cabin into a saloon and the after deck into an ante-room, where a rich collation was spread. All that gentlemanly hospitality could suggest the full promptings of gratitude and appreciation. Our ladies were out in all their beauty, our gentlemen full of courteous reciprocation and the gallant officers donned their most captivating smiles and agreeable and their ship a place of welcome.

lic of Cuba floated proudly and defiantly. Raised aloft by gallant hands and unfaltering hearts, there they declare it shall continue to wave proudly and yet triumphant the Government should ruthlessly seize and codemn this ship which made our port tele-a-teles were formed; below were the dancers in joyful numbers treading the in-Paired off with fair and beautiful maidens. lovely in the modesty with which their whole appearance beamed, were the gallant officers, manly in their noble bearing and yet yielding to the inspiring sound of ladies' handsome attire.

done in the absence of Comodore Higgins. (forced on shore by indisposition) by Lieutenant Commanding Dornin and Captain and Private Secretary to the Commodore. sway over them. They know there is such some interest upon the additional cost of following extracts refer to her as the "Hor- scorning all allusions as privateers and creased rate—twenty-six thousand and proportion are we entitled to more pay

the proud in the conciousness of their author- eighty-eight tons ity and strength.

We cannot say how long the dance and other pleasures enjoyed would have conand their gallant attendants away. confess that we had not time to look the ship as we desired, but hope to visit have already spoken. The men are stout and fine looking body and under most excellent disciplinine, and we have no doubt will prove themselves to be what they are regarded. We were shown some of the commissions of the officers. These States navy, but during the war a Confederate are regularly executed in due form and have the seal and endorsement of the Cu- first consideration, and it remains yet to ban Republic, proving beyond question that the ship is no mere privateer. She i a noble vessel and manned by stout hearts. Daily Journal 7th.

> REMARKABLE BEANS-PROPAGATED SCUP-PERNONG GRAPES-COFFEE FROM THE SEED. -Mr. L. Froelich, of Kenansville, has placed upon our table specimens of a peculiar kind of bean and an improved scuppernong grape, together with a quantity of ton. grape seed parched and ground and per- rates were made from all points on this taking of the substance of coffee. Six of the bean seed were obtained from one of Sherman's bummers in 1865, which Mr. Froelich planted in 1866. From this yield to Raleigh, the North Carolina Railroad in 1866 he planted one peck from which proportion was not a pro-rate rate on the 30 bushels were produced in 1869. From this it will be seen that they are exceedingly prolific, and are also, we are informed, excellent food either in a green or dry four classes of freights being added for state. The pod when matured averages 12 inches in length and 15 beans to the pod. They can be cultivated on almost any soil, but require a whole summer to

> The sample of grape seed, prepared for ise as coffee excites our attention. From thousand two hundred a bushei of grapes 2 quarts of seed can be saved, equal to about 4 pounds when dried. They require eight days for fermentation. The method of drying is thus described : three dollars and forty-two cents, as you First extract the juice from the grape for have erroneously stated it. And yet, be wine; then let the pomace remain in a tub or open barrel about eight days to ferment, and this will take the oil and bitter diced against Eastern North Carolina and taste from the seed. Then take the seed | Wilmington," and accuse me of managing and dry and sift them clean and they are the North Carolina Railroad inimically ready for parching and making coffee, which thus prepared from the seed of the scuppernong grape is said to be equal to the best Java.

> The specimens of scuppernong grapes propagated by Mr. Froelich are the finest that we have seen this season. These he North Carolina Railroads and considerable says he can ship to California and that they will reach there in good order. They cling to the vine with great tenacity and was made via Wilmington to points north will remain there until shriveled. About for the sole purpose of putting the merthe last of the present month preparations for shipping will commence. The saccharine matter of the juice of these grapes will reach 100 degrees in Oechelscken's the greatest difficulty I could get the offi scales, while the common scuppernong will only show the possession of 60 degrees, and require the addition of sugar to reach 80 degrees, necessary to the manufacture of normal wine. The propagated grape needs no sugar or spirits. Of these Mr. Froelich has some 2,000 rooted plants for sale the present season.

# North Carolina Railread.

PRESIDENT'S OFFICE N. C. R. R. Co. COMPANY SHOPS, N. C., October 2d, 1869.

Editors Wilmington Journal-GENTLEMEN: It is not that I am so much influenced by your invitation of discussing the management of our Railroads, and for the purpose of picking flaws in the management of other Roads, as it is to be correctly represented and to defend this road from unwarranted assertions, that I beg leave to reply to the article in your paper of the 29th ult., in which, to say the least, you do us injustice by doing yourself what you erroneously accuse me of doing; that is, drawing a comparison between the Wilmington and Weldon Railroad through and

I deem it only necessary to state facts to refute your assertions that I am prejudiced against Eastern North Carolina, and more especially the city of Wilmington.

But, Messrs. Editors, I don't know that I can blame you so much for saying so. You know "a drowning man will catch at was supplied, and was enjoyed in turn by a straw," and besides it's so very pleasant to be sympathised with

taking charge of the North Carolina Railroad, I soon found we were operating under tariffs transporting freights from points manners to render the occasion pleasant on this and C. C. & A. Railroad to points north via Raleigh and Portsmouth, By kind invitation we were one of the and via Goldsboro' and Portsmouth, favored number present. We more than for the same through charge and the Prentiss Ingraham, Capt. of Marines and Private enjoyed the scene. The after deck was North Carolina Railroad's proportion was identically the same via Goldsboro' as via "careless clerk," or some one who either Raleigh, a distance nevertheless of forty- knowingly for the purpose of misrepre eight miles further. The route of the senting the matter-or else ignorantly got freights being optional with the shipper, hold of the wrong Tariff. I yet claim it therefore being left to shippers to say and can prove by our Tariffs that my cal whether the North Carolina Railroad culations are correct, "careless clorks should transport their freights forty-eight | nevertheless. ly or else be bathed with their blood, unless miles for nothing or not. At this time the You say "the North Carolina Railroad freights were about equally divided—about charges on Salt from Goldsboro' to Char one-half going via Goldsboro' and one-half lotte, two hundred and twenty-three miles via Raleigh. Believing it to be but just forty cents per sack, and the Wilmington in distress. Here on this deck pleasant and fair that, for extra work and expense, and Weldon Railroad only charges fifteen that we should have extra pay, we so ar- cents from Wilmington to Goldsboro ranged our Tariffs-not lowering them via eighty-four miles," and which you say "is Raleigh, but increasing via Goldsboro' .- | considerably cheaper, as may be seen by And just here, Messrs. Editors, comes "the simple calculation." Your idea of any tug of war;" from that moment the North thing considerable must be very small, or Carolina Railroad ceased to be a great Messrs. Editors "you must have left this Railroad. Just on this point is the origin | calculation to your careless clerk" again, for of all this complaint, and of your supposed the actual difference is only 15-307 of a prejudice that I have for Eastern North cent, and it is our custon in such instance Carolina and the city of Wilmington, for to allow the company to which the large the music, their fine new uniforms ming- previous to this nothing of the kind ex- portion of the fraction is due, the entire sted, and since then it has all originated. | unit account for the Wilmington and We Now, if any one can legitimately prove don Railroad proportion being consideration why we should not receive more for trans- bly less than ours as you consider it. In the cabin the honors of the ship were porting freights two hundred and twenty- Besides, Messrs. Editors, I claim that three miles than we receive for transport- this Company is entitled to more per mile ng the same articles one hundred and than the Wilmington and Weldon Rail seventy-five miles; and if it can be proven road for various reasons—but not that it is that it cost no more, then we will willingly not or cannot be operated as cheap-but it Ingraham the Commander of the Marines acknowledge that we erred in increasing is a better, safer, and more reliable road our Tariff on freights via Goldsboro', and for when we are so unfortunate as to loose until then we will not acknowledge it .- or damage freights, we pay for the same through freight-thirteen thousand one per annum, the same as the Nev hundred and ninety-eight tons went via Berne "Times" and the Rutherford "Star

on which we received as much as though it had gone via Goldsboro'. By the previous arrangements of tariffs, and as it has been before stated the freighte via the two tinued had night not warned the fair ones routes were about equally divided, we may safely say we saved the cost of transport ing seven thousand four hundred forty-six tons of freight forty-eight miles for which we would have received nothing her again to day. Of her officers we This with the increased rate for transport ing freights forty-eight miles farther makes quite an item, and may, in some respect, account for an increase of revenue and a decrease of expenses.

Messrs. Editors, we are not prejudiced against Eastern North Carolina the city of Wilmington, but we are preju diced to the interest of the North Caroling Railroad, and as its chief officer it has my be proven that my action in increasing our charges via Goldsboro' has resulted otherwise than to the interest of the same as figures tell too plainly in my favor. It being proven that this increase of the

North Carolina Railroad's proportion on

through freights ria Goldsboro being the

origin of this complaint; and I hope, also

fully proven that it was but legitimate and just for us to do so-let us look a little further-at this time there was no compa tition for northern freights via Wilmin In a few months, however, through we charged more to Goldsboro than distance-only about (Sc.) eight cents per one hundred pounds as an average on the transporting them forty-eight inites farth er; for instance, on freights that we received, say sixty cents per one hundred pounds via the Seaboard route for forty eight miles, instead of charging one dollar and twenty cents for forty-eight miles furth er, we only charged sixty-eight cents; and this accounts for our only charging on page pounds of enions

cents more than we would have received on the same to Raleigh, instead of cause we don't knock off the ninety-seven cents and carry it the forty-eight miles further for nothing, you say "we are preinabsurd to admit of a denial.

Now bear in mind another fact, before this through tariff was made to point North via Wilmington we had a through tariff from Wilmington to points on this Road but little less than the two local tariffs of the Wilmington and Weldon and more than the through tariff via Wilmin ton-and which I believe gave pretty gen eral satisfaction. W' en the through tariff chants of your city on an equal fooling with those of Northern cities, I pro posed our Wilmington tariff should be the by preparing a tariff to meet the exhorb don Railroad and instructing our Golds

the through tariff for Wilmington freight And yet I am accused of being " prejudiced " to that city and managing the North Carolina Railroad inimical thereto. As my actions have proven otherwise. I claim that your assertions are This tariff is now in effect

the same you have only to refer to my letter of July 13th to the President of the Wilmington and Weldon Railroad, of which the following is a copy:

PRESIDENT'S OFFICE N. C. R. R. Co. Company Shops, N. C., July 13th, 1869.

Pres't W. & W. R. R. Co.:

that the Through Freight Tariff now in effect in connection with the North Caroli na Steamship Company, the Wilmington be out of effect in a few days; so soon as other Tariffs can be prepared by which on But to state the facts : In July 1868, in all through freight the same per mile will be charged via your route as we receive via the Seaboard route

This is only to apply to through freights proper, the Local business of Wilmington can remain as now-or until other ar rangements can be made.

W. A. SMITH, President. And in making your calculations Messrs Editors, you must have left it to some